## STATEMENT BY MINISTER

### Wage Revision of port and dock workers

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): Sir, the wages of Class III & IV workers and employees of Major Port Trusts and Dock Labour Boards have been due for upward revision from 1.1.93. A Bipartita Wage Negotiation Committee under Chairman, Bombay Port Trust and consisting of representatives of labour has been negotiating the increase since some time. On 24.7.94, the negotiations have concluded successfully with a Memorandum of Understanding (M.O.U.) being signed between the management of the Major Port Trusts & Dock Labour Boards and the 5 All India Federations of Port and Dock Workers. The M.O.U. provides for a just and fair increase in the wages for the workers at approximately 19 percent increase in the wage bill. The wage increase will be valid for the next 5 years.

This M.O.U. has been reached without any strike or industrial unrest, and without loss of a single manday which was not so in the last two wage revisions and is truly a landmark achievement. Ports is the first major industrial sector where a wage settlement has been reached in the current round of wage revision for workers.

The M.O.U. provides for a 7 per cent year increase in poductivity parameters like ganoshift output and ship berthday output, so as to decrease the turn round time of the vessels and therefore increase efficiency and reduce congestion. It also provides for increased datums and accelerating incentive schemes. Unproductive practices are sought to be eliminated. With this and with rationalized man power deployment, the unit cost of operation would be kept at present level.

The signing of the M.O.U. with such positive features has been possible due to the full hearted co-operation received from all the India Labour Federations working in the Ports and Docks, for which I extend my heartiest congratulations to the labour leaders and to the workers. I trust and hope that this will be a forerunner for other industrial sectors to have wage settlements in a climate of peace and with higher levels of productivity under the dynamic leadership of our Hon'ble Prime Minister.

SHRI JIBON ROY (West Bengal): Of course, it is a comendable job on the part of the port and dock managements. But at the same time I wish to know what the real outgo or the cost of this agreement would be. I hope the hon. Minister will agree or clarify that the cost of this agreement is borne by the workers themselves by accepting productivity-linked wages or by accepting more workload over them. The hon. Minister should clarify in clear terms at least that the exchequer has to pay nothing and the dock and port managements have to pay nothing on account of this revision.

Secondly, I would like to know from the hon. Minister what the impact of this agreement on the manpower will be. At present, the total manpower in the port and dock sector is 2.5 lakhs. Since the agreement is based on productivity and more work is being off-loaded and privatisation is going on, I would like to know what the real workforce in the port and dock industry in the public sector will be after 4 or 5 years.

Thirdly, at present, the port and dock sector in India is suffering from several pitfalls. Firstly, the Indian shipping industry is not being allowed to handle the cargoes in the Indian ports and docks which it should be. According to international standards, the national shipping companies are

allowed to tackle 40% of the cargo. In India, the Indian shipping companies are allowed to tackle less than 40 percent, probably around 30%. What is the Government of India or the Ministry doing to give more leverage to the Indian shipping industry so that they can at least tackle cargoes according to the international standards? Otherwise, our shipping industry and dock sector will suffer in future. Then the Ministry and the Port and Dock sector are contemplating to privatise a number of ports in different areas. I would like to know how it will affect the workers and their work. We have come to know from the newspapers that the Government is leasing out ports. A landlord type of system is being introduced in the Port and Dock sector. Landlords will occupy the Indian ports. Probably some experiment is going on in Cochin. They are going to privatise our sea coasts and are going to hand over our coasts to outsiders. All these points have to be clarified. I hope the hon. Minister will clarify all these points. I would also like to know how the agreement will help in solving the problems of the Indian Port and Dock sector.

[THE VICE-CHAIRMAN (SHRI MD. SALIM) in the Chair]

SHRI JAGDISH TYTLER: I would like to inform the hon. Members that approximately Rs. 106 crores per year will be the amount which will be going out. The unit cost will be the same. There is not going to be any extra cost of the unit. The manning scale will be rationalised. I would also like to inform the hon. Members that there is no doubt that we are going in for privatisation. I think our Ministry is the only Ministry which, after taking into consideration different parameters of privatisation, has brought results. I would like to mention that practically a full cargo used to go on the foreign ships and in 15 years only two ships were purchased. After I opened up the industry, after I decontrolled everything, 58 ships were acquired by the Indian industry in the last two years. I would also like to inform the hon. Members that over one and a htlf billion dollar of profit was made by the shipping industry in foreign exchange. No doubt, there is a thinking in our Ministry that we must privatise as much as possible because a very large amount is required for big machines. I would like to give you an example. One gantry crane which is required in ports costs between Rs. 50 crores and Rs. 82 crores. I don't think any of the ports have that kind of money. I am not going to get that money from the Ministry. But, I can generate this money from the private people. With the cooperation of the workers the productivity has increased and we have brought results. For the first time, all ports in the country are making profits. When we negotiated, they promised to give productivity. (*Interruptions*). Let me complete.

SHRIMATI MIRA DAS (Orissa): You have said that all the ports are making profit. But what about Nhava-Sheva Port?

SHRI JAGDISH TYTLER: As far as the working of the Nhava-Sheva Port is conerned, it has increased three times. We are on the verge of a break. There is no doubt that we had very big problems. Now, I can say that everything is going on and I see a very bright future. I would again like to emphasise that I am all or privatisation because good results have come. I am going to go the whole hog with all kinds of machinery which is required. I have already allowed it in Nhava-Sheva Port. I have allowed it in the Bombay Port Trust. I have also allowed it in the Madras Port Trust. I have done it because I cannot invest Rs. 300 crores to Rs. 400 crores and

this money is not going to come from the Ministry of Finance. I must generate this kind of money from the public. After having generated this kind of money, I am able to produce more, I am able to handle more cargo and the ports are making money, so also the people who have put in machinery.

SHRI JOHN F. FERNANDES (Goa): Mr. Vice-Chairman, Sir, the whole House has to compliment the hon. Minister because this is a popular measure that the hon. Minister has taken. We have seen that since the introduction of the new liberalised policy, there has been a boom in the industrial sector and this has also created self-discipline among the working class. But there are certain areas where there are problems. For example, in the port of Cochin, there is a lot of industrial unrest and the people there have to go far away to the Tuticorin port because the trade cannot suffer and the traders there are put to a great financial burden. Their request is that the Government should pay some compensation by way of road transport subsidy. Wherever there has been industrial unrest, the Gvoernment has been considering whatever requests were made by the working class. I think the Government should also come out with a scheme whereby the foreign trade will not suffer. For example, if there is unrest in Goa, then the people of Goa have to go to the Bombay port. Sir, I welcome the statement of the Minister. But there are certain problems. For instance, in Goa, during the monsoon season, the trade is not in full swing. So, the labourers have been demanding an off-season allowance. I would like to know whether the Minister will make some arrangements to provide compensation to the working class during this lax season. Then, it appears that the Government is going the whole hoglin mechanising the ports. As a result, an apprehension has been created among the working class that they will be retrenched. I would like to know whether they will be provided with jobs. Again, the Minister did mention that all the ports are making profits. I don't dispute that. But there are certain ports are making profits I don't dislike the Port of Mormugao in Goa. There are complaints from the working class there that the money is being siphoned off to the other ports which are making less profits. Instead, some amount of money out of the profit earned can be used to impove the infrastructure there. When I talk of infrastructure in Goa, we have a metre gauge connecting the hinterland with the Mormugao Port. I would like to know whether the Government, in consultation with the Railway Ministry can use this money in converting the metre gauge line into a broad gauge line on a top priority. Then, the Minister did not mention about the number of people who are going to be benefited out of this wage increase. I would like to know from the hon. Minister as to what the total strength of the workforce throughout the country will be who will be benefited by this.

Thank you very much.

**श्री संघ प्रिय गौतम (उत्तर प्रदेश)** : उपसभाध्यक्ष महोदय, आपसी वार्तालाप से एक समस्या का समाधान कर लिया इस के लिए आप बधाई के पात्र हैं मंत्री जी। अगर मंत्री जी इसका सारा श्रेय आपको ही जाना चाहिए। आपने कई बार यह कहा भी है कि मैंने इतना किया, मैंने इतना किया लेकिन अंत में आपने आनरेबल प्रधान मंत्री लिख दिया। आपकी लीडरशिप में ही हुआ। कई बार आपने कहा कि 68 जहाज खरीदे, मैंने इतना करा दिया और अंत में आप अपना नाम लिख देते तो अच्छा रहता।

**श्री जगेश देसाई (महाराष्ट्र)** : आपको क्या तकलीफ है ?

**श्री संघ प्रिय गौतम** : मुझे तकलीफ है कि हर जगह बिद्आउट एनी रिफरेंस प्रधान

मंत्री जी का नाम है। हम भी प्रधान मंत्री जी का सम्मान करते हैं। वह राष्ट्र के प्रधान मंत्री हैं, हमारे भी प्रधान मंत्री हैं लेकिन इससे बात का वजन कम हो जाता है, आपकी बात का वजन कम हो गया है।

एक और बात आप से यह जानना चाहता हूं कि वर्तमान में तीन श्रेणी और चार श्रेणी के कर्मचारियों और मजदूरों की मजदूरी क्या है और तनख्वाह क्या है ? आप इसमें 19 प्रतिशत बढ़ा कर उनको कितना देंगे ? जिस प्रकार से महंगाई बढ़ रही है उस प्रकार से क्या यह पर्याप्त है या नहीं है ? दूसरी बात आपने निजीकरण की बात कही। वैसे तो हम भी निजीकरण के पक्ष में हैं लेकिन हम कई बार इस बात को कह चुके हैं इसकी एक सीमा है। निजीकरण केवल इसलिये है कि कोटा लाइसेंस परमिट राज समाप्त हो, नये उद्यमों को वे लगायें जिनमें हुनर हो। जिनके पास यह हुनर है, उन्हें अपना हुनर दिखाने का मौका मिले। ऐसी स्पर्धा राष्ट्र के अंदर निजी क्षेत्र में और सरकारी क्षेत्र में बने जिसमें होड़ और स्पर्धा हो और जिससे देश का लाभ हो। लेकिन अगर सभी चीजों को हम निजीकरण में दे देंगे, आपने यह कहा कि हमारे पास पैसा नहीं है और कुछ चीजें अगर आप निजीकरण में दे देंगे, तो आपने कहा कि पैसा जनरेट करेंगे लेकिन आप पब्लिक से कैसे पैसा जनरेट करेंगे, कौनसा उपाय होगा, यह आप बतायें ? अगर निजीकरण में देंगे तो क्या विदेशी कंपनियों को देंगे और वे विदेशों से पैसा लायेंगे ? यदि इस देश के लोगों को देंगे तो क्या आप देश का पैसा लगायेंगे, राष्ट्रीयकृत बैंकों का पैसा लगायेंगे, जो हमारे देश का पैसा है ? यदि ये निजी क्षेत्र वाले लोग हमारे बैंकों से ही पैसा लेकर लगायें तो फिर सरकार ही इन उद्यमों को अपने पैसों से क्यों नहीं चला लेती ?

मैं बड़ी गंभीरता से कह रहा हूं। माननीय वित्त मंत्री जी मैं बड़ी गंभीरता से इसलिये कह रहा हूं कि बहुत ही बातें कही जाती हैं और उनमें बहुत सी बातें हमें समझ नहीं आती। लेकिन जहां देश की अर्थ-व्यवस्था का, देश के उत्पादन का, देश के विकास की बात आती है, वहां हम इसको बड़ी गंभीरता से लेते हैं। इस देश में बेरोजगार लोगों को काम देना भी आवश्यक है। हमारे चिंता यह है कि जिस तेजी से निजी क्षेत्र में हम सार्वजनिक कारखाने देते चले जा रहे हैं, उतनी ही आशंका बेरोजगारी और ज्यादा बढ़ने की बनती चली जा रही है। आज देश की आबादी बड़ी तेजी से बढ़ रही है लेकिन आप इसके लिए कोई कानून लाने के लिये तैयार नहीं हैं। वोट की खातिर आप किसी को नाखुश नहीं करना चाहते और नौजवानों को काम भी नहीं देना चाहते। ये जो बेकार नौजवान हैं यह इस देश में क्या करेंगे ? आप इनको बिगाड़ भी रहे हैं, टेलीविजन से। उसमें आप लड़ाई-झगड़ा, आगजनी, बलात्कार, लूट-पाट, बैंकों को लूटना ये दिखा रहे हैं। इससे आप उनका चरित्र बिगाड़ रहे हैं। हिंसा की तरफ आप उनको ले जा रहे हैं, आप उनको बलात्कार के लिये प्रेरित कर रहे हैं, देश को लूटने के लिये प्रेरित कर रहे हैं और उनको काम भी नहीं दे रहे हैं। आखिर देश का क्या होगा ? यह हंसने की बात नहीं है मंत्री जी। सत्ता आती है, चली जाती है। क्या पंडित जवाहरलाल नेहरू दूर-दृष्टा नहीं थे ?

**उपाध्यक्ष (श्री मोहम्मद सलीम)** : गौतम जी आप स्पष्टीकरण पूछिये।

**श्री संघ प्रिय गौतम** : मेरा प्रश्न है कि निजी क्षेत्र को देने की जो प्रवृत्ति है इसकी कोई सीमा होनी चाहिये। आप हमें आश्वस्त करें कि निजी क्षेत्र, कोई व्यक्ति, अगर उसके पास सफेद पैसा है, ब्वाइट मनी है तो वह अपना पैसा उसमें लगाये या बताये कि काला धन उसके पास कितना है। देश में 80 हजार करोड़ का रुपये का काला धन है जो या तो उसको लगा दें और कहें कि उसको ब्वाइट कर देंगे। लेकिन अगर निजी क्षेत्र वाले बैंकों से पैसा लेकर लगाते हैं, राष्ट्रीयकृत बैंकों से लगायेंगे तो मैं यह जानना चाहता हूं कि आप उनको क्यों नहीं चला सकते ? यही मेरे तीन-चार सुझाव हैं। मैं चाहता हूं कि आप उनका उत्तर दें।

**SHRI JAGDISH DESAI:** Mr. Vice-Chairman, Sir, it is for the first time that I am hearing this kind of statement where both the management

and workers have come together and want to settle the issues very amicably. The workers will be benefited by the 19 percent hike in their wages and also because of the linkage of the wages with the productivity. I think this will be the motto of all the public sector undertakings. Here, I would like to put three or four questions to the Minister. The MOU provides for 7 per cent increase in the productivity in some spheres. If the productivity is increased by more than 7 percent, I would like to know whether the fruits of this would be shared between the management and the workers equitably. I would like to know this because if the productivity is increased by 15 percent, the fruits should be equitably distributed between the management and the workers.

Some time ago, I had visited the Cochin Shipyard. I was the Chairman of a committee. I think, Sir, you were there. On that day what I saw was that the Cochin Shipyard was in a very, very bad shape. I am happy now that all the port trusts are making profits and I commend the Minister for achieving these results. But at the same every public sector unit suffers for want of finance. Recently, I went to several public sector undertakings and there what we found was that they were all wanting finance. One of the public sector undertakings, the National Textile Corporation who are doing for better now than what they were doing four or five years earlier, said that the surplus land which they have and which they do not need at present, should be sold to raise resources. With those resources they can go in for modernisation and expansion. So, I am of the firm opinion, Sir, and I said this earlier also in the House, that the Urban Land Ceiling Act should be amended to see that those public sector undertakings who want to sell their land should be allowed to sell it and that that Act would not be applicable. I can understand the position of the Finance Minister; he has to see that the Budget deficit is not increased. It should not be more than 4 to 5 per cent of the GDP. I can understand his difficulties. And, for big projects like power, communications, etc. it is difficult to get finance. From where can the Government give finance? For such infrastructural industries, we should even go to the private sector or the multinationals; I am not concerned with that. But wherever land can be sold and resources can be generated, the Government should look into it and see to it that the Urban Land Ceiling Act in the case of public sector undertakings is amended. It is not for the private sector because the private sector will make profits. Here it is people's money. It is for the purpose of making them workable and profitable and if that is done, then most of the ills of the public sector will be eliminated. I would like the Finance Minister also to take up this issue and see to it that they are allowed to sell the surplus land. And, these surplus lands are in prime cities. I Bangalore the textile mill is there. HMT is also in a very bad shape because they do not have the finance. They have surplus land for which they can get Rs. 400 or Rs. 500 crores if they are allowed to sell it. I think the Government should look into it and find some solution so that the public sector which Panditji had started and wherever I went they were talking of Panditji, that this is all because of Panditji. We went to Neyveli; we went everywhere and they all want finance. In many public sector undertakings, the officials are working as a team. If a good CMD is there, they get good results. But finance is a problem. The Finance Minister was sitting here and I take this opportunity of putting it to him also where they make losses, with modernisation and technical upgradation etc. they can be brought into profit. I am very happy that you are going in for privatisation. But I do not think everything is to be con

(Shri Jagesh Desai)

demaned in the public sector. You are going in the right direction and if this kind of agreements are made in other industries also, I think all the public sector undertakings which are in difficulties will pick up. The labour leaders also find it difficult because they do not have much work. So, it will be good for the workers and for the nation. So, I commened the Minister the Prime Minister and the workers also for achieving this kind of results.

SHRI VAYALAR RAVI (Kerala): Mr. Vice Chairman, I take this opportunity to congratulate the Minister and the negotiating officers and especialy the federation leaders who took all the labour and pain, continuously sitting for three to four days, to come to this agreement. I am happy that the MOU could be signed, even though I am not satisfied. You are raising it from Rs. 500 to Rs. 1,000 including all the perquisites. There is only one clause which worries me and that is the attempt to reduce the labour force. Sir, equitable distribution of generated wealth can be done through employment. In this connection, I would like to draw the attention of the Minister to the position of the Nhavasheva Port. Compared to the Bombay Port, the number of employees in Nhevasheva Port is about two to three thousand. But I do not know whether he is aware of the fact that you are paying an interest of Rs. 50 crores per year to ADB—I may be correct if I am wrong because I read some news item. So you are paying Rs. 50 crores as interest and you reduce the number of employees to three thousand where there are about 40,000 (forty) employees in the Bombay Port. So, employment is one of the major areas of distribution of wealth and any attempt being made in any public sector enterprise to reduce employment is not a welcome approach. Here one sentence is worrying me Of course, my Union also agred to this. But we must be careful when we think in terms of reducing employment. I am not against increasing the productivity. This sentence, "with this and with rationalised manpower deployment" is very vague. It can be intepreted in any way. But, I hope, the Minister will not interpret it in a way that it results in reduction of employment. I hope he will not resort to that kind of an approach.

Mr. Vice-Chairman, Sir, here, I would like to correct my friend from Goa. He is not posted with the full facts regarding the Cochin Port. The Cochin Port's productivity is very high. The hon. Minister is aware that recently the Dock Labour Board and the Port Trust have merged together, and all the trade unions agreed to avoid any kind of agitation. That is coming true. But unfortunately, Sir, the trade itself wants to exploit the Port. If there is a conflict between the Port and the trade, the trade always wants to make profit out of the Port which the trade unions object. That is the only main thing. I hope he will correct himself as far as the Cochin Port is concerned. And the other thing is regarding privatisation. Privatisation of which area? What area? Sir, I think, today the shipping industry in India is not capable enough to carry all the cargo available. Only 25 to 30 per cent is carried. I am in full agreement with you if you go in, with all your manpower and financial capacity, even by borrowing it, for the expansion of the shipping industry either in the public or the private sector. I prefer the private sector. The Shipping Corporation has made a mess of things. I do not want to make a comment on it. I am sorry, I could not compliment the Shipping Corporation I do not mind if you give all kinds of help to the private sector. But, about privatisation of ports, Sir what is the main problem in the East Coast and the West

Coast? Sir, today the main problem is that the mother ship is not able to anchor anywhere, either in Cochin or Tuticorin or Goa or Paradeep. It is not possible because the facilities are not available for the mother ship to come. So, the mother ship comes to the other countries, to Colombo. So the major thing is, instead of thinking in terms of reducing the manpower, let us expand the flort facilities for the mother ship to come. The Cachin port is the most ideal and suitable place. I know that you had a series of discussions in Cochin. You had a discussion with me also. I want you to pursue that point. And my friend has made a remark about the Cochin shipyard. The hon. Minister knows. The hon. Finance Minister is also here. There is a big rush even by the Shipping Corporation to acquire ships from abroad. You have three shipyards available—the Mazagon dockyard, the Hindustan Shipyard, and the Cochin Shipyard. Why can't you use that technology that manpower to build new ships? Sir, as far as the Cochin Shipyard is concerned,at a time there should be an order for three ships. Then only you can utilise the entire manpower. Sir, I was a leader of the trade union in Shipyard for a long time. I know what it is, I know what the Cochin Shipyard is. Sir, as far as the Cochin Shipyard is concerned, if you want to make it a profitable institution you must acquire order for three ships at a time. Then only the entire manpower can be utilised.

Sir, today, there is a wide scope for expansion of the shipping industry, wide scope for earning more foreign exchange wide scope for more employment. And Mr. Tytler has taken so much interest in the shipping industry, so much interest for the Cochin port Definitely we can give him full support. And on this agreement, on behalf of all the Federations also, I take this opportunity to congratulate the Government and the Minister. Thank you, Sir.

SHRI JOHN. F. FERNANDES: On a point of clarification.

THE VICE-CHAIRMAN (SHRI MD. SALIM): The Minister will clarify

SHRI JOHN F. FERNANDES: Sir, he referred to me, I am from Goa. I am elected as a Director of the Coir Board which is functioning from Cochin. And this is a problem brought by the Board Members and the exporters of coir products from Cochin every time. In that connection I want to request the Minister that if there is a problem—I don't think there is unrest at the port—in case there is unrest, this problem should be sorted out.

**श्री गया सिंह (बिहार)** : माननीय उपाध्यक्ष जी, मैं आपके माध्यम से सबसे पहले मंत्री जी को मुबारकबाद देना चाहता हू कि आपने हाऊस के सामने हम लोगों के बीच पोर्ट एंड डाक वर्कर्स के पेंडिंग वेज-रिवीजन के सेटलमेंट की घोषणा की । मुझसे पहले वक्ता रवि जी और जीवन राय जी की बातों से मैं सहमत हूं और मेरे मन में भी जो शंका है, संदेह है, वह मैं आपके सामने रख रहा हूं । आपने कहा कि 19 परसेंट टोटल वेज बिल बढ़ जायेगा और दूसरी ओर आप लास्ट में कहते हैं कि—यूनिट कोस्ट आपरेशन वुड बी केप्ट एट परजेंट लेवल । किस तरह से ? रेशनलाइज्ड मैनपावर डेपलायमेंट । इसके मायने है, यह जो 19 परसेंट वेज बिल बढ़ेगा वेज रिवीजन से तो वह मजदूरों की छटाई से या उसकी कमी से या रिटायरमेंट के बाद ऐपलायमेंट नहीं हो सकता । इन्होंने कहा है कि 19 परसेंट वेज बिल इक्रीज करेंग तो किस आधार पर ? यह एक शंका है, जिसका समाधान चाहिये।

माननीय उपाध्यक्ष जी, मैं आपके माध्यम से दो-तीन स्पष्टीकरण चाहता हूं । पहला यह कि टोटल कितना मैनपावर है? इसमें कांट्रक्ट लेबर के बारे में कुछ नहीं है तो उनका भी कोई वज रिवीजन हुआ या नहीं ? अगला सवाल यह है कि वेज इंक्रीज

करने से कितने परमानेंट वर्कर्स ऐसे हैं, जिनको बोनस नहीं मिलेगा ? क्योंकि वह सीलिंग से ऊपर हो जायेंगे । ऐसे वर्कर्स को कितना लोस होगा ? फिर, इसके चलते जो इनकम टैक्स की सीलिंग है, इस नेज रिवीजन से कितने वर्कर्स ऐसे हैं, जो इस सीलिंग से ऊपर हो जायेंगे और फिर उनको लाभ नहीं मिल सकेगा ? अन्त में एक सवाल यह जानना चाहता हूं कि उनका जो पेंडिंग पेंशन का इश्यू था क्या वह इस मैमो में है या नहीं? और, यह मैमो फाइनल एग्रीमेंट में कितने दिन में आ जायेगा ताकि इससे जो लाभ होने हैं वह मजदूरों को मिल सकें ?

**श्रीमती उर्मिला चिमनभाई पटेल (गुजरात)** : उपाध्यक्ष महोदय, यह जो समाधान सरकार के अधिकारियों, मैनेजमेंट, लेबर लीडर्स और वर्कर्स सबने मिल कर निकाला है, इसके लिए मैं सबको बधाई देती हूं । इस विषय में मैं दो-तीन बातें जरूर कहना चाहती हूं कि जब हमने प्राइवेटाइजेशन को एक्सेप्ट किया है, लिबरलाइजेशन को एक्सेप्ट किया है तो जो सी-ट्रांसपोर्टेशन की प्रोब्लम है उसकी ओर भी हमारा ध्यान जाना जरूरी है । जब हम इंडस्ट्रिलाइजेशन को बहुत ज्यादा डवलप कर रहे हैं तब इसके लिए जरूरी इंफ्रास्ट्रक्चर का होना भी जरूरी है । हम जो प्रोडक्शन करेंगे उसका एक्सपोर्ट करना पड़ेगा । इसके साथ ही मशीनरी, रा-मैटेरियल भी इंपोर्ट करना पड़ेगा और इस इंपोर्ट-एक्सपोर्ट, दोनों में हमें सी-ट्रांसपोर्टेशन की ज्यादा जरूरत रहेगी । इसकी जो स्थिति है, वह आप जानते ही हैं, बम्बई के ऊपर इतना वर्कलोड है कि दो-दो, तीन-तीन महीने तक शिप्स डाक पर आ नहीं सकते, उसको डेमरेज भरना पड़ता है और जो इंडस्ट्रीज उसके आधार पर चलती हैं उनको बहुत बड़ा घाटा उठाना पड़ता है । तो इस संदर्भ में मैं यह कहना चाहती हूं कि लिबरलाइजेशन की जो पालिसी हमने एक्सेप्ट की है, उसको बढ़ावा दिया जाय और हमारे वेस्टर्न कोस्ट पर जो नेचुरल पोर्ट हैं, उन को डवलप हमको करना चाहिए । इससे बम्बई पर जो भार है, उसको हम कम कर सकते हैं ।

दूसरी बात, मैं बतलाना चाहती हूं ।...

**उपसभाध्यक्ष (श्री मोहम्मद सलीम)** : उर्मिला जी, आप स्पष्टीकरण पूछ लें प्रश्न करके, तो ठीक रहेगा ।

**श्रीमती उर्मिला चिमनभाई पटेल** : और बताना चाहती हूं कि हमारे यहां जो रिपेयरिंग सर्विसिस हैं और रेग्युलर सर्विस जो आने-जाते शिप्स के लिए जरूरी हैं, क्या इसके बारे में हम कोई मैनेजमेंट करना चाहते हैं ? क्योंकि मैं जहां तक जानती हूं, वहां तक हमारा कोई भी पोर्ट ऐसा नहीं है कि जो सर्विस स्टेशन के मुताबिक काम कर रहा हो । हमारे शिप्स को अगर सर्विस करानी है तो और कम्पनीज में जाना पड़ता है । अगर हम यहां भारत के पोर्ट्स में यह सर्विस डेवलप करें तो इससे हमारे उद्योग को भी फायदा होगा एक्स्ट्रा एम्प्लायमेंट भी मिलेगा और हमारे बिजनेस में भी डेवलपमेंट की बहुत सुविधा रहेगी । हमारे यहां, गुजरात की बात मैं जानती हूं कि पिपवाव, अलंग, हजारा, कांडला, ऐसे कई पोर्ट आते हैं, वे डेवलप हो रहे हैं और कितने छोटे-मोटे भी पोर्ट्स हैं । तो मैं जानना चाहती हूं कि क्या इन सर्विसिस के लिए कोई स्पेशल एक पोर्ट सिलेक्ट करके उसको डेवलप करने का सरकार सोच रही है ?

दूसरे, जो पद्धति पश्चिम के देशों में हम देखते हैं खास तौर पर एम्सटरडम में, जहां 24 घंटे में शिप डाक पर आता है, उसको अनलोड किया जाता है, फिर से लोड करके वह वापिस चला जाता है । शायद इतनी एफिशिएंसी हम नहीं कर पायें, फिर भी मैं जानना चाहती हूं कि हमारे पोर्ट्स की मशीनरी को मार्डनाइज करने का ऐसा कोई प्लान हमारे पास है कि हमारे पोर्ट पर जो शिप आए वह एक दिन में नहीं तो तीन-चार दिन में अनलोड, लोड करे और अपना माल लेकर वापिस चला जाए ? क्या ऐसी सुविधा डेवलप करने का सरकार कोई विचार

कर रही है ? ये दो सवाल मैं पूछना चाहती हूं ।

SHRI JAGDISH TYTLER: Sir, I am happy that most of the Members have appreciated what the Ministry has done. All of them have appreciated it. It makes me feel very happy because I was able to fulfil the aspirations and demands of the workers and the union leaders. So, when it has been asked whether they were going to benefit by the high cost, I would like to tell you that the labour leaders were highly competent persons who had the interests of the workers at heart. I don't think that even for a moment these leaders would let the workers down. I think, with the consensus of all the leaders of all the parties put together we reached the settlement which makes us happy and which makes them also very happy.

Looking at the changing scene, I think, this is a new concept where productivity has been linked to work. All the workers have accepted it. This is something which, probably, we would not have even thought of two months ago. So, it is a fore-runner for other industries because people want to give money. Government never hesitates to give money, but you cannot go on giving money if you do not get productivity. When we all sat down, I told them, "The Government is interested in giving you money, and you must give the productivity." They realised that only then they would get whatever they wanted. That is one of the reasons why this accord is going to benefit over a lakh of people.

This rise of 19 per cent in wages comes to approximately Rs. 106 crores. An hon. Member wanted to know this. The total wage bill comes to about Rs. 555 crores per year. This figure I have is of 1992.

एक माननीय सदस्य ने जानना चाहा कि क्या मंहगाई का आपने सोचा है ? जो हमने नेगोसिएट करा है, वह उन्होंने मंहगाई का इन्फ्लेशन दिया है, इसी कारण उन्होंने भी इसको माना है और हमने भी कहा कि आप मंहगाई की चीज तो मांगते हो मगर आप हमें काम करके दीजिए, हम आपको वेजिस देना चाहते हैं । इस कारण से सबने मिलकर के बड़े प्यार से, सबने सोच-समझकर यह काम करा है । इसलिए हम उनको आज बुबारक भी देना चाहते हैं । आपने यह भी पूछा कि कितने ऐसे वर्कर होंगे जो इस ब्रेकिट से ऊपर चले जाएंगे । हमारे हिसाब से 500 ऐसे वर्कर हैं जो ऐलिजिबिलिटी की लिमिट से ऊपर चले जाएंगे । उनके लिए भी हम कोई स्कीम सोच रहे हैं ताकि उन को पैसे का नुकसान न हो । पेंशन स्कीम की जो बात थी उस को हमने रेफर किया है सब कमेटी को । हम ने उन की बात मानी है कि इसे सब कमेटी को भेज दिया जाए ।

एक बात हम कहना चाहते हैं कि हम किसी को निकालेंगे नहीं । लेकिन हमने वालंटरी रिटायरमेंट स्कीम रखी है । उस को उन की इच्छा है, कोई जाना चाहता है तो जा सकता है, हम जबरदस्ती नहीं करते ।

SHRI JIBON ROY: With this the existing duty post is being affected.

*श्री जगदीश टाईटलर :* किसी और तरीके से सवाल नहीं उठता । जब हम ऐक्सपेंशन कर रहे हैं तो सवाल नहीं उठता कि कोई जाए । कोई अपने आप जाना चाहता है तो जाए । हमारे पोर्ट वाले उन को नहीं कहेंगे कि आप चले जाइए । मगर प्राइवेटाइजेशन के हिसाब से भी लोग नौकरी पर जाते रहे हैं । अभी 8–10 प्रोजेक्ट्स हैं जहां लोग जा रहे हैं । हां इस लिए मुसीबत हो गई कि वह पोर्ट वर्कर्स हैं, जिम्मेदार आदमी हैं जो अच्छा काम करते हैं । वह कहते हैं हम को अच्छी तनख्वाह मिलती है । यह एक हैल्थी साईन है । यह हम लोगों के लिए अच्छी बात है कि वह नौकरी अच्छी मिलती है तो जरूर जायें । हमारे पास स्कीम है, अगर कोई जाना चाहता है तो वह अच्छा पैकट है ।

SHRI DIPANKAR MUKHERJEE (West Bengal): With the rationalisation of work-force because of Voluntary Retirement Scheme, the work force will be reduced.

SHRI JAGDISH TYTLER: No. We will never reduce. It would not lead to reduction in the work force.

मगर एक ऐसा वक्त होता था कि हम कहते थे कि हम जहाज बनायेंगे लेकिन जहाज रिपेयर नहीं करेंगे । कोचीन में यह काम होता था, हिन्दुस्तान शिपयार्ड और कोचीन शिपयार्ड को बन्द कर दो यह हम कहते थे । ऐसी हालत थी । मगर आज यह है कि वर्कर्स ने मिलकर काम किया है । उस के साथ दोनों शिपयार्ड ने प्राफिट बनाना शुरू कर दिया है । मिस्टर फर्नेंडीज से कहा कि कोचीन में कुछ प्राबलम थी ।... That has been settled. Everybody is happy. This is the first time also that stuffing and destuffing was allowed outside the port premises. The private people were very happy. Otherwise their business was going to Tuticorin. Now, it has come back and all are happy. (*Interruptions*) This much I may say that they will get full salary even in non-season. There is no point in saying that when there is too much of rain, they will not get salary. We will make sure whatever their salaries are they will get that.

SHRI JIBON ROY: You were telling that privatisation is going on. I am opposed to it, but my point is that privatisation has not produced any result. The internal handling of the cargo percentage-wise is not increasing. It is still below the international standard. I would like to know whether you are going to assure that in the long run percentage wise cargo handling will be improved.

**श्री जगदीश टाइटलर** : मैं आप को बताना चाहता हूं कि पिछले तीन साल में– Handling of the cargo on the port has increased manifold. I do not know the exact figure. With the same force it has increased manifold. I do not know the exact figure. With the same force it has increased. That is why it prompted us to give more salaries. I did say because they gave me the result in spite of

चार हजार आदमी हैं जिन्होंने वालंटरी रिटायरमेंट स्कीम ली है । इसके बावजूद भी पोर्ट वर्कर्स ने तीन गुना काम किया है । जो प्लानिंग कमीशन ने सेट किया था उससे भी ज्यादा काम किया है । एक ऐसी मिनिस्ट्री है, मैं अपनी बड़ाई नहीं करना चाहता हू । मैं उस समय जब कह रहा था, हमारी मिनिस्ट्री का मतलब सारे आफिसर्स I want to give credit to the Port workers, union leaders, officers in my Ministry, the Chairman of the Port Trusts. All of us got together and worked under the guidance of the Prime Minister. The Prime Minister has been a major guiding force bthind all this. I had kept him informed of what was going on. It is because of his advice only that we were able to reah an agreement.

SHRI VIREN J. SHAH (Maharashtra): Recently, there was a news in the newspaper about the land belonging to the Port Trust, Calcutta. There were certain problems and that is why the Chairman was asked to go on leave. What is the reality?

ऐसी बात नहीं है, जिस लैंड की बात तो आती नहीं है । यह मिस्चिव्स खबर दी गई है । वह प्लानिंग हमारी प्राइवेटाइजेशन लैंड की है क्योंकि कलकत्ता को मौडर्नाइज करने के लिए मुझे चार सौ से छः सौ करोड़ की जरूरत है । हमें फाइनेंस मिनिस्ट्री से एक पैसा भी नहीं मिलेगा । They have to generate their own resources. अब पिछले तीन साल से क्या पिछल दस साल से आहिस्ता-आहिस्ता हमें पता

चल रहा है कि कलकत्ता पोर्ट की इतनी मंहगी जमीन आहिस्ता-आहिस्ता एंक्रोच्ड हुई जा रही है। आज अगर देखा जाए पिछले दस साल में कम से कम पांच सौ, छः सौ करोड़ रुपए की जमीन एंक्रोच हुई है। इसी को ध्यान में रखते हुए हमने सोचा कि जो जमीन बची हुई है, जिस जमीन को पोर्ट वाले इस्तेमाल नहीं करते हैं हमें उसको डेवलप करना चाहिए और डेवलपमेंट करने की हमने स्कीम तैयार कर दी है और जिस स्कीम पर किसी पोर्ट ट्रस्ट ने आब्जेक्शन नहीं किया। हम उस स्कीम को केबिनेट में लाना चाहते हैं, क्योंकि यह बड़ी स्कीम है। हम ट्रांस-पेरेंसी रखना चाहते हैं। हम नहीं चाहते कि कोई ऐसा भी कदम उठे जिससे कि लगे सोचें कि इस स्कीम के अंदर कोई गड़बड़ी हुई है। जब पूरी क्लीयरेंस मिल जाएगी तब हम बिल्कुल कानून के हिसाब से जिससे पूरी ट्रांसपेरेंसी सामने देखी जाए, उस हिसाब से हम डेवलप करेंगे और वह सारा का सारा पैसा, हमने तो यह कहा था कि वह कलकत्ता में ही इस्तेमाल होगा, वह कलकत्ता से बाहर नहीं लिया जाएगा। हलदिया पोर्ट में और कलकत्ता पोर्ट दोनों को ऐसा मोडर्नाइज किया जाए, क्योंकि हम चाहते हैं कि ऐसा वक्त आए जैसा पहले कलकत्ता ईस्ट का एक बहुत बड़ा पोर्ट माना जाता था। जैसे बिजनेस कोरिया से बढ़ रही है, आस्ट्रेलिया से बढ़ रही है, जापान से बढ़ रही है। हम चाहेंगे कि वहीं का इतना पैसा लगाकर फिर दोबारा कलकत्ता को मौडर्नाइज करें।

**श्री संघ प्रिय गौतम** : एंक्रोचमेंट हटाकर क्यों नहीं किया गया ?

**श्री महेश्वर सिंह** (हिमाचल प्रदेश) : मैं मंत्री महोदय से जानना चाहुंगा कि यह जो अवैध कब्जा जमीन पर हो गया है और जो मंत्री महोदय ने कहा कि यह पांच सौ, छः सौ करोड़ रुपए की जमीन है, क्या उस अवैध कब्जे को भी हटाने के लिए सरकार कदम उठाएगी ?

**श्री जगदीश टाईटलर** : वहां जो स्टेट गवर्नमेंट है, हमें इसमें पूरी मदद कर रही है। जैसे-जैसे हटेगा हम उसका पूरा इस्तेमाल करेंगे।

THE VICE-CHAIRMAN (SHRI MD. SALIM): The House stands adjourned till 11.00 A.M. tomorrow.

The House then adjourned at eighteen minutes past five of the clock till eleven of the clock on Wednesday, the 27th July, 1994.